

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB35E

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Reading

CODE# 061-65732

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 10 / 00

CONTACT: William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-5500 E-MAIL jvatter@jmaconsult.com

PROJECT NAME: Columbia Road Reconstruction

## SUBDIVISION TYPE

(Check only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 351,450  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 390,500.00

FUNDING REQUESTED: \$ 351,450.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 351,450 LOAN ASSISTANCE: \$ \_\_\_\_\_  
SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.  
RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check only 1)

☒ State Capital Improvement Program  
☐ Local Transportation Improvements Program

☐ Small Government Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

\$ \_\_\_\_\_

Local Participation \_\_\_\_\_ %  
\_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING:

Loan Interest Rate: \_\_\_\_\_

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

2000 SEP 22 PM 12:36  
OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**  
(Round to Nearest Dollar)

**TOTAL DOLLARS**

**FORCE ACCOUNT  
DOLLARS**

**a.) Basic Engineering Services:**

**\$ \_\_\_\_\_ .00**

Preliminary Design \$ \_\_\_\_\_ . 00

Final Design \$ \_\_\_\_\_ . 00

Bidding \$ \_\_\_\_\_ . 00

Construction Phase \$ \_\_\_\_\_ . 00

Additional Engineering Services

**\$ \_\_\_\_\_ .00**

\*Identify services and costs below.

**b.) Acquisition Expenses:**

Land and/or Right-of-Way

**\$ \_\_\_\_\_ .00**

**c.) Construction Costs:**

**\$ 390,500 .00**

**d.) Equipment Purchased Directly:**

**\$ \_\_\_\_\_ .00**

**e.) Permits, Advertising, Legal:**

(Or Interest Costs for Loan Assistance  
Applications Only)

**\$ \_\_\_\_\_ .00**

**f.) Construction Contingencies:**

**\$ \_\_\_\_\_ .00**

**g.) TOTAL ESTIMATED COSTS:**

**\$ 390,500 .00**

**\*List Additional Engineering Services here:**  
Service:

Cost:

**1.2 PROJECT FINANCIAL RESOURCES:**

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ <u>39,050</u> .00	<u>10</u>
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ <u>39,050</u> .00	<u>10</u>
d.) OPWC Funds		
1. Grant	\$ <u>351,450</u> .00	<u>90</u>
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ <u>351,450</u> .00	<u>90</u>
TOTAL FINANCIAL RESOURCES:	\$ <u>390,500</u> .00	<u>100%</u>

**1.3 AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_  
STATUS: (Check one)  
    Traditional  
    Local Planning Agency (LPA)  
    State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME: Columbia Road Reconstruction**

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

The project is located in the City of Reading and consists of Columbia Road between Hunt and Observation Ct. Please see attached location map.

**PROJECT ZIP CODE: 45215**

**B: PROJECT COMPONENTS:**

- 1.) Remove the existing pavement to grade
- 2.) Install new storm drain
- 3.) Install new curbs
- 4.) Install new concrete pavement with grooved surface

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

The length of the proposed project is 1300 LF. The width of the existing roadway is 40 feet. The existing facility is concrete pavement with proper grooves for traction.

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 6000 Year: 2000 Projected ADT: same Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$\_\_\_\_\_ Proposed Rate: \$

Stormwater: Number of households served:

**2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.**

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>390,500.00</u>
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>          .00</u>

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 01 /00</u>	<u>06 /01 /01</u>
4.2 Bid Advertisement and Award:	<u>06 /10 /01</u>	<u>07/01 /01</u>
4.3 Construction:	<u>07/01 /01</u>	<u>10 /02 /02</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA / /</u>	<u>/ /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 APPLICANT INFORMATION:

#### 5.1 CHIEF EXECUTIVE

OFFICER	<u>Earl Schmidt</u>
TITLE	<u>Mayor</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, OH 45215</u>
PHONE	<u>(513) 733-3725-</u>
FAX	<u>( 513) 733-2077</u>
E-MAIL	

#### 5.2 CHIEF FINANCIAL

OFFICER	<u>Douglas Sand</u>
TITLE	<u>Auditor</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, OH 45215</u>
PHONE	<u>(513) 733-3725</u>
FAX	<u>( 513) 733-2077</u>
E-MAIL	

#### 5.3 PROJECT MANAGER

TITLE	<u>Gerald R. Glaser</u>
STREET	<u>Chief of Public Works</u>
STREET	<u>1000 Market Street</u>
CITY/ZIP	<u>Cincinnati, Ohio 45215</u>
PHONE	<u>(513) 733-3725</u>
FAX	<u>(513) 733-2077</u>
E-MAIL	

**Changes in Project Officials must be submitted in writing from the CEO**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ ] A cooperation agreement (if the project involves more than one
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [ ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

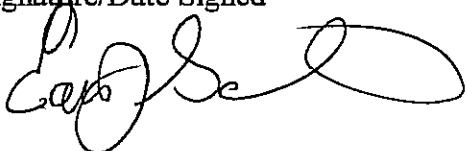
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Type or Print Name and Title)

Mayor Karl J. Schmidt  
Signature/Date Signed

 9/19/00

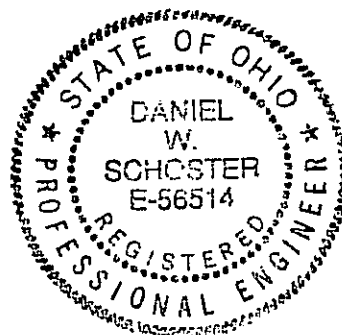
PROJECT: COLUMBIA AVENUE RECONSTRUCTION  
ENG. EST.: \$390,500.00

ENGINEER'S  
ESTIMATE

DESCRIPTION	UNIT	QUANT	UNIT	TOTAL
CLEARING & GRUBBING	LS	1	\$ 5,000.00	\$ 5,000.00
PAVEMENT REMOVED	SY	6,000	\$ 15.00	\$ 90,000.00
CONCRETE PAVEMENT	CY	1,800	\$ 100.00	\$ 180,000.00
DRIVE APRONS	SY	1,000	\$ 30.00	\$ 30,000.00
CB-3 ADJUSTMENT	EA	10	\$ 500.00	\$ 5,000.00
CURB, TYPE 6	LF	2,800	\$ 10.00	\$ 28,000.00
MAINTAIN TRAFFIC	LS	1	\$ 10,000.00	\$ 10,000.00
CONSTRUCTION LAYOUT	LS	1	\$ 10,000.00	\$ 10,000.00
SEEDING & MULCHING	SY	500	\$ 5.00	\$ 2,500.00
UTILITY ADJUSTMENTS	LS	1	\$ 10,000.00	\$ 10,000.00
UNDERCUTTING	LS	1	\$ 20,000.00	\$ 20,000.00
TOTAL ESTIMATED COST				\$390,500.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.  
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.

  
DANIEL W. SCHOSTER, P.E.



Mayor  
EARL J. SCHMIDT  
Safety-Service Director  
MICHAEL A. RAHALL  
Law Director  
DAVID T. STEVENSON  
Auditor  
DOUGLAS G. SAND  
Treasurer  
MELVIN T. GERTZ



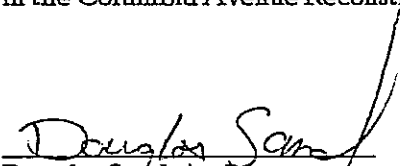
## City of Reading, Ohio

1000 Market Street, Reading  
Cincinnati, Ohio 45215-3283  
Telephone: 513-733-3725  
FAX: 513-733-2077

President of Council  
ALBERT ELMLINGER, JR.  
Council-At-Large  
ROBERT "BO" BEMMES  
ANTHONY J. GERTZ  
THOMAS E. PENNEKAMP  
Council Ward I  
RUSS WULF  
Council Ward II  
JAMES PFENNIG  
Council Ward III  
KEVIN A. PARKER  
Council Ward IV  
KENNETH NORDIN  
Clerk of Council  
PAT LAPPLE

### STATUS OF FUNDS CERTIFICATION

The City of Reading will utilize \$39,050.00 from the Motor Vehicle Permissive Tax Fund for its participation in the Columbia Avenue Reconstruction Project.

  
Douglas Sand, Auditor  
City of Reading

9.19.2000  
Date



## ORDINANCE #2000 - 63

**AN ORDINANCE AUTHORIZING THE SAFETY/SERVICE  
DIRECTOR TO SUBMIT AN APPLICATION TO THE OHIO  
PUBLIC WORKS COMMISSION FOR STATE ISSUE IESTATE  
CAPITAL IMPROVEMENT PROGRAM (S.C.I.P.)  
AND DECLARING AN EMERGENCY**

BE IT ORDAINED by the Council of the City of Reading, Ohio:

SECTION I: That the Council of the City of Reading finds it necessary and in the best interest of the City to authorize the Safety/Service Director to submit an application to the Ohio Public Works Commission for monies and, by reason thereof, authorization is hereby given the Safety/Service Director to make such an application. The funds are to be utilized for Hunt Road Reconstruction and Columbia Avenue Reconstruction.

SECTION II: The Safety/Service Director is further authorized to enter into any agreements for awards by the Ohio Public Works Commission, after first obtaining proper approval from City Council. The Safety/Service Director is to abide by all the provisions of Chapter 164 of the Ohio Revised Code and Chapter 164.1 of the Ohio Administrative Code.

SECTION III: This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety; the reason for the emergency being that the application to the Ohio Public Works Commission must be made immediately for Reading's application to be considered.

THEREFORE, this Ordinance shall take effect and be in force immediately from and after its passage.

Passed this 18<sup>th</sup> day of July, 2000.

Proposed by: Administration

ATTEST:

[Signature]  
President of Council

[Signature: Patricia Lapple]  
Clerk of Council

Approved July 18<sup>th</sup>, 2000

[Signature]  
Mayor

Approved as to form:

[Signature]  
David R. Stevenson  
Law Director  
ORD2000

I, Pat Lapple, Clerk of Council of the City of Reading, Ohio, do hereby certify the foregoing Ordinance to be a true and correct copy of Ordinance #2000-63, passed by the Council of the City of Reading, Ohio at a REGULAR meeting on July 18<sup>th</sup>, 2000

[Signature: Patricia Lapple]  
Clerk

## ROLL CALL

Y/N/ABST

WOLF	/		
PFENBERG	/		
PARKER	/		
NORDON	/		
PENNEKAMP	/		
GERTZ	/		
BEMMES	/		
7 YES NO ABSTAIN			

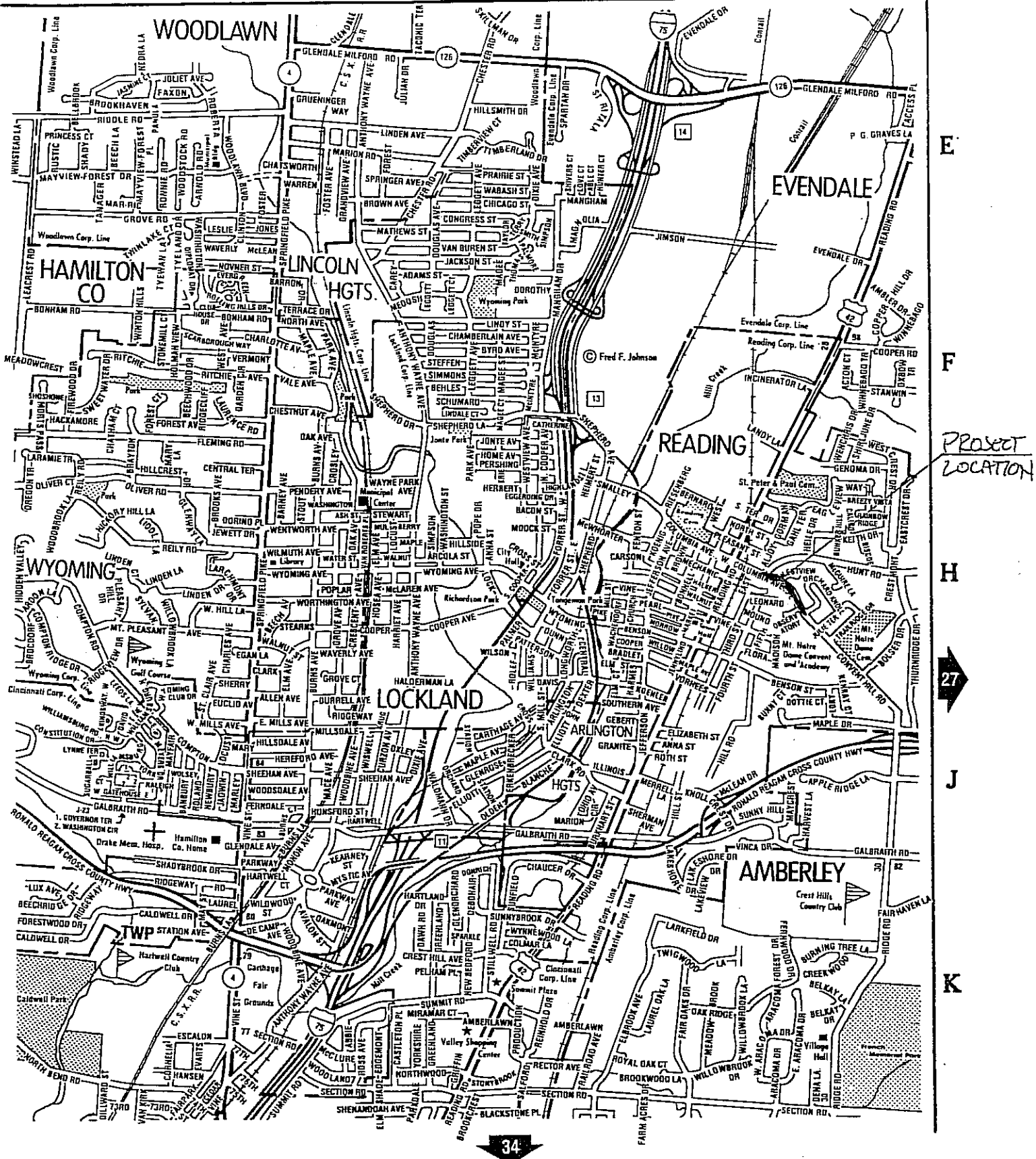
*Adopted 2-23-04*

## ROLL CALL

Y/N/ABST

WOLF	/		
PFENBERG	/		
PARKER	/		
NORDON	/		
PENNEKAMP	/		
GERTZ	/		
BEMMES	/		
7 YES NO ABSTAIN			

*Adopted*



## TRAFFIC COUNT CERTIFICATION

This is to certify that the traffic count on Columbia Avenue is  
6,000 users per day.



Daniel W. Schoster, P.E.



# PAGES 4 DATE 8/22 FAX # 731-0607  
 TO \_\_\_\_\_  
 FROM LT S. SNOW Reading P.D.  
 CO. \_\_\_\_\_  
 PH # 733-4122 FAX # 733-95226

## CHAPTER 440: COMMERCIAL AND HEAVY VEHICLES

### Section

- 440.01 Load limits
- 440.02 Maximum width, height and length
- 440.03 Wheel protectors
- 440.04 Vehicles transporting explosives
- 440.05 Towing requirements
- 440.06 Loads dropping or leaking; tracking mud; removal required
- 440.07 Vehicles with spikes, lugs and chains
- 440.08 Occupying manufactured home while in motion
- 440.09 Route and load information
- 440.10 Shifting load; loose loads
- 440.11 Commercial traffic prohibited on parts of West and Pleasant Streets at night
- 440.12 Chauffeured limousines

#### Cross-reference:

*Bus stops and taxicab stands, see § 452.10*

*Fatigued or ill drivers, see § 442.09*

*Grade crossings, stopping and slow-moving vehicles at, see §§ 432.32 and 432.33*

*Off-street parking, see Ch. 1280*

*Riding in cargo storage areas, see § 416.06*

*Truck loading zones, see § 452.09*

#### Statutory reference:

*Arrest notice of drivers, see Ohio R.C. 5577.14*

*Display of certificates of registration, see Ohio R.C. 4549.18*

*Similar state law, see section histories*

### § 440.01 LOAD LIMITS.

#### (A) State routes.

(1) No person shall operate or move a vehicle or combination of vehicles of a size or weight of vehicle or load exceeding the maximum specified in Ohio R.C. 5577.01 through 5577.09, inclusive, or otherwise not in conformity with Ohio R.C. 4513.01

through 4513.37, inclusive, upon any state route within the municipality, except pursuant to special written permit issued by the Ohio Director of Transportation. Every such permit shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any police officer.

(2) No holder of a permit issued by the Ohio Director of Transportation shall be required to obtain any local permit or license or pay any local fee or charge for movement on any state route within the municipality. However, no person shall operate any such vehicle or combination of vehicles upon any roadway within the municipality which is not a state route, except as may be otherwise provided in any local ordinance or regulation or elsewhere in the traffic code.

(ORC 4513.34)

(B) *Local streets.* Except as otherwise provided in this section, no person shall operate a vehicle exceeding a size as specified in § 440.02 or exceeding a gross weight of five tons, upon any street in the municipality other than state routes and county roads, except those local streets designated as a truck route and marked as such by appropriate traffic signs, and except when such operation is necessary to load or unload property, to go to or from the usual place of storage of such vehicle or to perform any other legitimate business or act other than passage through the municipality. Operators of vehicles so deviating from either a state route or a designated truck route within the municipality shall confine such deviation to that required in order to accomplish the purpose of the departure. On county roads Council or other duly designated local authority shall establish reasonable weight limits commensurate with the construction and material specifications for such roads and the load resistance of such roads as determined by the County Engineer. County roads shall be posted with signs

## Reading - Traffic Code

indicating such weight limits.

(C) *Burkhart Avenue.*

(1) No person shall operate a vehicle on Burkhart Avenue in the city, between its northern terminus at Clark Road and its southern terminus at the south corporation line of the city, which vehicle has a gross weight, including the load, in excess of 20,000 pounds, except for the purpose of making a delivery or pick-up on such street when a permit is first obtained from the Safety Service Director.

(2) No permit shall be granted unless the Director determines that movement of the vehicle in question can be made in safety and without injury or damages to persons or property.

(3) Gross weight of a vehicle includes the weight of the vehicle, the load, the equipment and the trailer or trailers attached to such vehicle.

(D) *Clark Road.* No person shall operate a vehicle with a gross weight, including the load, of 20,000 pounds or more on Clark Road, from Reading Road west to the Millcreek Channel Overpass located west of Reading Road in the city.

(E) *Columbia Avenue and Benson Street Hills.* No person shall operate a vehicle with a gross weight, including the load, of 10,000 pounds or more, with the exception of school buses, on Columbia Avenue Hill and Benson Street Hill located east of Reading Road.

(F) *Millcreek Bridge.* No person shall operate a vehicle with a gross weight, including the load, of 6,000 pounds or more on the bridge over Millcreek, on Koehler Avenue West of Harnes Avenue, in the city.

(G) *Benson Street Bridge.* No person shall operate a vehicle with a gross weight, including the load, of 20,000 pounds or more on Benson Street Bridge.

(H) *Signs.* The Safety Service Director is hereby authorized and directed to erect appropriate signs indicating the weight limits set forth in division (C) through (G) of this section.

(I) *Local permit and conditions.*

(1) Upon application and for good cause, the Police Chief may issue a local permit authorizing an applicant to move an oversize or overweight vehicle or combination of vehicles upon local streets and highways.

(2) No permittee shall be required to obtain a special permit from the Ohio Director of Transportation for the movement of the vehicle or combination of vehicles on streets or highways under local jurisdiction. However, the approval of the Ohio Director of Transportation shall be required for movement upon state routes as provided in division (A) of this section.

(3) The Police Chief may grant a permit for a single or round trip, or for such period of time, not to exceed one year, as the Police Chief in his discretion deems advisable, or for the duration of any construction project. The Police Chief may limit or prescribe terms or conditions of operation for such vehicle or combination of vehicles by designating the route, hours, speed or such other restrictions as may be necessary for the preservation of the public peace, property, health and safety. The Police Chief may require the posting of bond or other security necessary to compensate for any damage to a roadway or road structure.

(4) For each such permit, the Police Chief shall charge \$2, and for each hour of time or any part thereof spent by the Police Department in supervising the movement of such vehicle, the applicant shall pay the sum of \$10.

(5) Except as provided in divisions (A) through (H) of this section, streets and highways shall be posted with signs indicating "no thru trucks - gross weight 5 tons" or words of similar import to apprise drivers of the limitations imposed by this section. No driver shall disobey the instructions indicated on any such sign.

(6) Violation of any of the limitations, terms or conditions of the permit granted by the Police Chief shall be cause for immediate revocation or suspension of such permit and denial of request for any future permit. Such violation shall also subject

**Commercial and Heavy Vehicles**

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the violator to the penalties prescribed by §§ 408.01 and 408.02.

('82 Code, § 440.01) (Ord. 1110-1957, passed 6-19-57; Am. Ord. 58-85, passed 11-17-58; Am. Ord. 76-60, passed 10-19-76; Am. Ord. 77-14, passed 3-15-77; Am. Ord. 77-37, passed 6-21-77; Am. Ord. 95-51, passed 8-15-95; Am. Ord. 97-35, passed 5-20-97) Penalty, see §§ 408.01 and 408.02

**§ 440.02 MAXIMUM WIDTH, HEIGHT AND LENGTH.**

(A) No vehicle shall be operated upon the public streets, highways, bridges and culverts within the municipality, whose dimensions exceed those specified in this section.

(1) No such vehicle shall have a width in excess of:

(a) One hundred-four inches for passenger bus-type vehicles operated exclusively within municipal corporations;

(b) One hundred-two inches, excluding such safety devices as are required by law, for passenger bus-type vehicles operated over freeways, and such other state roads with minimum pavement widths of 22 feet, except those roads or portions thereof over which operation of 102-inch buses is prohibited by order of the Ohio Director of Transportation;

(c) One hundred thirty-two inches for traction engines;

(d) One hundred-two inches, including load, for all other vehicles, except that the Director may prohibit the operation of 102-inch vehicles on such state highways or portions thereof as the Director designates.

(2) No such vehicle shall have a length in excess of:

(a) Sixty feet for passenger bus-type vehicles operated by a regional transit authority pursuant to Ohio R.C. 306.30 through 306.54;

(b) Forty feet for all other passenger bus-type vehicles;

(c) Fifty-three feet for any semitrailer when operated in a commercial tractor-semi-trailer combination, with or without load, except that the Director may prohibit the operation of any such commercial tractor-semi-trailer combination on such state highways or portions thereof as the Director designates;

(d) Twenty-eight and one-half feet for any semitrailer or trailer when operated in a commercial tractor-semi-trailer-trailer or commercial tractor-semi-trailer-semi-trailer combination, except that the Director may prohibit the operation of any such commercial tractor-semi-trailer-trailer or commercial tractor-semi-trailer-semi-trailer combination on such state highways or portions thereof as the Director designates;

(e) Seventy-five feet for drive-away saddlemount vehicle transporter combinations and drive-away saddlemount with fullmount vehicle transporter combinations, not to exceed three saddlemounted vehicles, but which may include one fullmount;

(f) Sixty-five feet for any other combination of vehicles coupled together, with or without load, except as provided in divisions (B)(3) and (4) of this section and in division (D) of this section;

(g) Forty feet for all other vehicles, except trailers and semi-trailers, with or without load.

(3) No such vehicle shall have a height in excess of 13 feet 6 inches, with or without load.

(4) An automobile transporter or boat transporter shall be allowed a length of 65 feet, and a stinger-steered automobile transporter or stinger-steered boat transporter shall be allowed a length of 75 feet, except that the load thereon may extend not more than four feet beyond the rear of such vehicles and may extend not more than three feet beyond the front of such vehicles, and except, further, that the Director may prohibit the operation of a stinger-steered automobile transporter,

stinger-steered boat transporter or a B-train assembly on any state highway, or portion thereof, that the Director designates.

(B) The lengths prescribed in division (A)(2)(b) to (g) of this section shall not include safety devices, bumpers attached to the front or rear of such bus or combination, B-train assembly used between the first and second semitrailer of a commercial tractor-semitrailer-semitrailer combination, energy conservation devices as provided in any regulations adopted by the Secretary of the United States Department of Transportation, or any noncargo-carrying refrigeration equipment attached to the front of trailers and semitrailers. In special cases, vehicles whose dimensions exceed those prescribed by this section may operate in accordance with rules adopted by the Director.

(C) This section does not apply to fire engines, fire trucks, or other vehicles or apparatus belonging to the municipality or to the Volunteer Fire Department thereof or used by such department in the discharge of its functions. This section does not apply to vehicles and pole trailers used in the transportation of wooden and metal poles, nor to the transportation of pipes or well-drilling equipment, nor to farm machinery and equipment. The owner or operator of any vehicle, machinery, or equipment not specifically enumerated in this section but the dimensions of which exceed the dimensions provided by this section, when operating the same on the highways and streets of the municipality, shall comply with the rules of the Director governing such movement, which the Director may adopt. Ohio R.C. 119.01 through 119.13 apply to any rules the Director adopts under this section, or the amendment or rescission thereof, and any person adversely affected shall have the same right of appeal as provided in those sections.

(D) This section does not require the municipality or any railroad or other private corporation to provide sufficient vertical clearance to permit the operation of such vehicle, or to make any changes in or about existing structures now crossing streets, roads, and other public thoroughfares. (ORC 5577.05) ('82 Code, § 440.02) Penalty, see §§ 408.01 and 408.02

#### § 440.03 WHEEL PROTECTORS.

No person shall drive or operate, or cause to be driven or operated, any commercial car, trailer, or semitrailer, used for the transportation of goods or property, the gross weight of which, with load, exceeds three tons, upon the public highways, streets, bridges, and culverts within the municipality, unless such vehicle is equipped with suitable metal protectors or substantial flexible flaps on the rearmost wheels of such vehicle or combination of vehicles to prevent, as far as practicable, the wheels from throwing dirt, water, or other materials on the windshields of following vehicles. Such protectors or flaps shall have a ground clearance of not more than one fifth of the distance from the center of the rearmost axle to the center of the flaps under any conditions of loading of the vehicle, and they shall be at least as wide as the tires they are protecting. If the vehicle is so designed and constructed that such requirements are accomplished by means of fenders, body construction, or other means of enclosure, then no such protectors or flaps are required. Rear wheels not covered at the top by fenders, bodies, or other parts of the vehicle shall be covered at the top by protective means extending at least to the center line of the rearmost axle.

(ORC 5577.11) ('82 Code, § 440.03) Penalty, see §§ 408.01 and 408.02

#### § 440.04 VEHICLES TRANSPORTING EXPLOSIVES.

Any person operating any vehicle transporting explosives upon a street or highway shall at all times comply with the following requirements:

(A) Such vehicle shall be marked or placarded on each side and on the rear with the word "EXPLOSIVES" in letters not less than eight inches high, or there shall be displayed on the rear of such vehicle a red flag not less than 24 inches square marked with the word "DANGER" in white letters six inches high, or shall be marked or placarded in accordance with § 177.823 of the United States Department of Transportation Regulations.

(B) Such vehicle shall be equipped with not less than two fire extinguishers, filled and ready for

## ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

### 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing pavement is exhibiting numerous base and pavement failures. The pavement has areas of asphalt and concrete pavement . The existing Columbia hill is so severe that trucks are banned. The concrete pavement must be removed and new concrete pavement must be installed with proper grooves. This will allow vehicles to traverse this hill without difficulty.

### 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The pavement must be replaced to provide a surface that will allow vehicles to have a better traction on the steep hillside. The new safer facility will reduce the risk of personal injury.

### 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of



correction.

No significant change to the health of the public.

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- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Hunt Road Slip Correction #2

Priority 2 Columbia Road Reconstruction

Priority 3 \_\_\_\_\_

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

- 5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

- 6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

No significant impact on economic growth

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**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds - OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

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**9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

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For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

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**10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?**

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordination's completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are:

Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

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e.) Give an estimate of time needed to complete any item above not yet completed. 6 months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Columbia Road is a major thoroughfare between Amberly Village, Cross County Highway and the City of Reading.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of

a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

**Yes – Columbia Road has a 10,000 lb weight limit for the Columbia Hill**

Will the ban be removed after the project is completed? Yes   X   No             
N/A           

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT   5000   X 1.20 =   6000   Users

Water/Sewer: Homes                    X 4.00 =                    Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax   yes  

Infrastructure Levy                    Specify type                   

Facility Users Fee                    Specify type                   

Dedicated Tax                    Specify type                   

Other Fee, Levy or Tax                    Specify type

**SCIP/LTIP PROGRAM  
ROUND 15 - PROGRAM YEAR 2001  
PROJECT SELECTION CRITERIA  
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: Reading

NAME OF PROJECT: Columbia Road Reconstruction

RATING TEAM: 5

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

☒ 23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

\_\_\_\_\_

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

☒ 10 - Minimal importance

0 - No measurable impact

Appeal Score

\_\_\_\_\_

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

Appeal Score

\_\_\_\_\_

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

☒ 20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

☒ 10 - No

0 - Yes

Appeal Score

\_\_\_\_\_

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

*Will ban be lifted?*

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

# ADDENDUM TO THE RATING SYSTEM

## **General Statement for Rating Criteria.**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.



## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.